GOVERNMENT OF MADRAS.

Old Sects. II 28, New Secrt. II-16-71,006—28-1-55.

P. W (1955) Department.

Endorsement
D.O.
~~Memorandum~~
~~Lodged~~

No. 1583 X A/55-2

Dated 3-1- 1955.

FURTHER PAPERS.

Department.	Number.	Series.	Date.

Secy. P.W.D

Ke 224

M(W)

1583

Brar

Proceedings of Board's urgent meeting held at xxxx the Office on 17-9-'55 at 9 A.M.

Members Present:-(Sd) P.Venkat Rao(President) M.Ammoobaboo Beary (Vice President) B.Vedavyasa Bhat., W.J.Lewis., Surya., K.Krishna Bhat., Ramanna Shetty., M.Subanna Shetty (Members)

---

21 SEP 1955

C.R.76/55 Dt. 17.9.55

Agenda:-

46. Requesting the Government to construct the newly proposed bridge near the Mabukal ferry instead of diverting the same to Haradi side.

This Board learns with deep regret that a bridge across the Mabukal river near the Mabukal ferry, has been diverted to Haradi side, by which our Panchayt Board area and adjoining Villages with xxxx nearly a population of about 30,000 would be hardly hit and xxxx iolated. Bridges are constructed for the benefit of the mass in particular and to development of commerce of the locality in general. Within our area we have several Govt. Offices such as Police Station, Sub-Registrar's Office, Prohibition Office, Highways Section Office, P.W.D. Section Office, Post and Telegraph Office with Telephone call Office and finally a revenue Inspectors head quarters.

Hence this Board urges taking into consideration of the importance of this town, to construct this bridge across the Mabukal river, very close to the ferry to meet the existing the Mangalore -Byndoor Coast Road, instead xf at the one proposed at the Haradi side, thereby by passing our area with an additional milage of about 3 miles to cover to catch the highway to go to Udipi, our Taluk head-quarters and about 6 miles more to proceed to Coondapur to attend Civil and Criminal courts of justice.

Further the proposed bridge site at Haradi xxx would be indanger due to the sea and river erosians which have been taking place from the last seven or eight years; and there is every chance of opening up a new bar at the very close quarters which might eventually cut off the bridge either at the very site itself or at the close proximity of the Bridge. Such openings of new bars at the mouth of the river is not uncommon. It has happened some 5 years back. If due regard and foresight is not taken in this respect the utility of a bridge with enormous cost for the exechequer, would be a collosal waste of the national income of the nation, thus bringing awe and misery to the residents of this locality in particular.

Taking all these views, this Board urges to take up and construct this bridge very near the Mabukal ferry which in turn will help in the rapid growth of this town and its sourandings.

"True copy"

Brahmavar
Date 17-9-'55

P. Venkat Rao

President,
BRAHMAVAR PANCHAYAT.

M(W)

2/ Secy, P.W.D

To, OF MADRAS

SECRETARY TO GOVERNMENT 1685 28 SEP PUBLIC WORKS DEPARTMENT

The Honourable,
SRI LAL BAHADUR SASTRI,
Minister for Railways & Transport,
Government of India,
NEW DELHI.

Humble Memorial presented by the public of Brahmavar.

Respected Sir,

SUB:- **Bridge over the Mabukal river, Udipi Taluk, South Kanara District Proposed place of Construction—Request for the change of—**

We, the public of Brahmavar, are grateful to the benevolent Government of India for their magnanimous action in sanctioning the construction of a bridge over the aforesaid Mabukal river and also the speedy preliminary work undertaken by its energetic and efficient Engineering Department.

We understand that the Department had originally chosen the place of construction some two furlongs up the present Mabukal ferry but now we learn that there is a change in the site and it is proposed to construct the bridge in the Haradi area about 1¾ (One and three fourths) miles down the present ferry. If the bridge is constructed in the original place, the proposed National Highways would have closely followed the existing main road and passed through the heart of Brahmavar. Instead, if a bridge were to be built in the Haradi area, the National Highway has to alter its course completely with the grave consequence of isolating our important town of Brahmavar.

In this connection we may be permitted to point out that Brahmavar is a rapidly expanding town which derives its importance due to various factors (i) It is the Head-Quarters of Brahmavar Firka of Udipi Taluk (ii) Brahmavar, being a constituency for the Provincial Assembly, it sends its own elected representative to the legislature (iii) By virtue of its being a central place and the Firka Head-Quarter, the following Government Offices are situated in the town:—Highways Section Office, P. W. D. Section Office, Co-operative Society, Post, Telegraph & Telephone Office and the Offices of the Sub-Inspectors of Police, Prohibition, the Sub-Registrar, The Agricultural Demonstrator, the Revenue Inspector and the President, Panchayath Board. (iv) There are two leading Banks, a High School and a number of important business concerns including Tile Factories, Rice Mills, Oil Mills, etc. which make the town a centre of trade, commerce and agriculture. (v) Beside, there are a number of Hindu Temples and three Christian Churches which amply bear testimony to the fact that the Brahmavar region is a thickly populated area.

Brahmavar is also connected very intimately by trade and other relations with the interior regions especially Barkur, a place of Historical importance and which lies only two miles away from Brahmavar. Barkur is a flourishing Agricultural centre which feeds Brahmavar, whereas Brahmavar in turn has to play the role of the distributing centre of various other essential commodities to Barkur and its adjoining area. In this way, the fate of Barkur and such places is interlinked with the destiny of Brahmavar whose future prosperity depends solely on the course of the National Highway according as it runs or does not run through the heart of the town.

If the National Highway runs outside Brahmavar, the business community of the place will be seriously affected on account of various reasons, the chief being that the traffic has to be diverted from the main road to Brahmavar. It will be great handicap to Brahmavar and Barkur which will lose their importance as centres of rising trade and commerce and instead they will become ordinary hamlets.

The National Highway is for the benefit of the nation in general and the public of the concerned regions in particular. As such, its purpose will be eminently served, if the Highway runs through the thickly populated town of Brahmavar and not across the proposed bridge in the Haradi region which is neither a centre of trading or any other importance nor a thickly populated area so as to derive any benefit for its public.

P. T. O.

The General public of numerous Villages up to the distance Kota Kasba, who have to come to Brahmavar on Official work will have to experience great difficulty in reaching Brahmavar, if Brahmavar is to be cut off by the High Road. Not only the members of the public, but also the visiting and the stationery Government Officials connected with the Government Offices situated in Brahmavar will be inconvenienced as Brahmavar will then be out of the way so far as the main Road is concerned.

Sir, we place the above facts in the shape of this humble memorial and request you to be kind enough to give your sympathetic consideration to our case and **sanction the place of construction for the Mabukal Bridge in the Originally selected site, two furlongs up the present ferry** instead of in the proposed Haradi River.

Thanking you,

We remain,

BRAHMAVAR,
Dated: 17-9-1955.

The Humble & Grateful Public of Brahmavar.

Copies:— To,

1. **The Honourable Sri B. N. Datar,** Deputy Minister for Home Affairs, Government of India, **New Delhi.**
2. **The Honourable Sri A. B. Shetty,** Minister for Health, Government of Madras, **Madras.**
3. **The Honourable Sri M. Bhakthavatsalam,** Minister for Public Works, Government of Madras, **Madras.**
4. **Sri U. Srinivas Mallaiah,** M. P., **New Delhi.**
5. **Sri B. Shiva Rao,** M. P., **New Delhi.**
6. **Sri K. S. Hegde,** M. P., **Madras.**
7. **Sri S. S. Kolkebail,** M. L. A., **Coondapoor.**
8. **Sri T. A. Pai,** M. L. A., **Udipi.**
9. **The Consulting Engineer,** Ministry of Transport (Roads Wing), **New Delhi.**
10. **The Chief Engineer,** (Highways), **Madras.**
11. **The Suprintending Engineer,** Highways, **Cannanore.**
12. **The Divisional Engineer,** (Bridges), **Mangalore.**
13. **The District Collector,** South Kanara, **Mangalore.**
14. **The Revenue Divisional Officer, Coondapoor.**
15. **The Tahasildhar,** Udipi Taluk, **Udipi.**

The original submitted with 182 literate members of the area signing the above

Scey., P.W.D.

M(W)

MINISTER FOR PUBLIC WORKS
26 SEP 1955
GOVT. OF MADRAS

MINISTER FOR HEALTH
24 SEP 1955
GOVERNMENT OF MADRAS

PUBLIC WORKS DEPARTMENT
1955

BARKUR PANCHAYAT BOARD
No. 116
Date 21.9.55
BARKUR P. O., S. K.

30 SEP 1955

1792

From
Sri.K.Yajnanarayana Rao,
President,
Panchayat Board, Barkur,
South Kanara District Madras State.

To
The Hon'ble Sri.Lal Bahadur Sastri,
Minister for Railways & Transport,
Government of India, New Delhi.

Sir,

Re:- Bridge over Sitanadi river at Mabukal ferry, Udipi Taluk, South Kanara District- Proposed place of construction- Request for the change of -

Respected Sir,

The Barkur Panchayat Board in the resolutions No.54 dated 17-9-55 has resolved to request the Government to construct the bridge over Sitanadi river at Bogrijaddu or a little east-word, Bhandimutt or Kurady, Udipi Taluk, South Kanara District instead of constructing it at Haradi practically at the mouth of the river.

The Barkur Panchayat Board is grateful to the benevolent Government of India for their magnanimous action in sanctioning the construction of a bridge over Sitanadi river connecting Coondapur Divisional Headquarters and also speedy preliminary work undertaken by its energitic and efficient Engineering Department.

I understand that the department had originally chosen the place of construction of the bridge some two furlongs up the Mabukal ferry. But now I learn that there is a further change in the site of the bridge and it is proposed to construct the bridge in the Haradi area about 1¼ miles down the Mabukal ferry. Constructing a bridge at the mouth of the river and covering further about a mile of fields are more expensive than other places on the Sitanadi river. Instead of going down by 1¼ miles the bridge site could be conveniently shifted to by 1¼ miles up the Mabukal ferry on the Sitanadi River at Bogrijaddu or little eastwards at Bhandimat or at Kurady. This change if effected would save the Government about one half of the cost of construction. Both sides granite rocks are available.

The National Highways crosses the Kallianpur river at 4 furlongs east of the Kallianpur ferry. After crossing the Kallianpur river at Herur the proposed National Highway route traverses west, joins the District Board road at about 42.4 miles and at about 42.6 miles it diverts westwards to Haradi. After bridging a width over 800 feet and covering about one mile of fields it joins the District Board road to Coondapoor at 47 miles. If the road from Herur bridge is continued straight north-words about 2½ miles via. Brahmavar it would reach the Southern bank of the Bogrijaddu ferry on the Sitanadi river about 2 furlongs from the Barkur Marabina ferry. The Bogrijaddu point on Sitanadi is about 300 feet wide. The other two places are also similarly situated. From the Bogrijaddu ferry there are only 2 furlongs of paddy fields to reach a higher level and after crossing one more furlong it reaches the District Board road of Brahmavar Jennadi at 2.3 miles and further covering one more mile at 3.3 miles the National Highways could take up the Barkur Panchayat road to Sankady river which is a small rivulet where rocks are visible and bridge could be constructed at a very low cost.

The Barkur Panchayat is completing 1½ furlongs of the remaining road this year. This would join Saligram Panchayat road and District Board road at 50 miles from Mangalore. By changing the route the length of the National Highways could

6

be reduced and cost of construction may be reduced to one half.

Barkur is an ancient town with numerous temples most of which are in ruins. There are mosque and a Roman Catholic Church which are about 110 years old. There is a High School run by the Barkur Public.(It has been proposed by the Department to convert this Panchayat into a Major Panchayat during the next election)

As per investigation of Sri.P.R.Srinivasan, M.A., Curator of Madras Musuem the civilization in Barkur dats from B.C..

Therefore I humbly request that before finalising the site, new places suggested by this Panchayat may be explored- If cost of construction and benefits to the rural area are considered the bridge at Bogrijeddu in the Barkur Panchayat area would be more beneficial to the majority of the public..

Considering all the above, facts I request that the Government may be pleased to reconsider and pitch upon the appropriate site for the construction mentioned by this Panchayat,

Thanking you,
I beg to remain,.
Sir,
Yours faithfully.

Barkur.
Dated.21-9-55.

President Panchayat Board/ Barkur.

BARKUR P. P. S. K.
No.
Date
BARKUR P. P. S. K.

O. R. No. 194

Date ..... 194 .

ದಕ್ಷಿಣ ಕನ್ನಡ ಜಿಲ್ಲಾ ಉಡುಪಿ ತಾಲೂಕು ಬಾರ್ಕೂರು ಪಂಚಾಯತ ಬೋರ್ಡಿನ,
1955 ನೇ ಇಸವಿ September ತಿಂಗಳ ತಾರೀಕು 17 ರಲ್ಲು ಘಂಟೆ 5 ಕ್ಕೆ
ಜರಗಿದ ~~ಸಾಹೂಣ್ಯ~~ ವಿಶೇಷ ಮಿಟಿಂಗ್ ಪ್ರೊಸೀಡಿಂಗ್ಸಿನ ನಕಲು

ಹಾಜರು Sri. K. Yajnanarayan Rao ಕೂಡಾ 6 ಜನ ಮೆಂಬರರು.

ನಿರ್ಣಯ ನಂಬ್ರ 54 / 17. 9. / 1955

Request for the change of site of the bridge proposed on the Sitanadi river at Haradi Balakundru, Udipi Taluk, S. Kanara district

It is resolved to request the Government that the proposed bridge site on the Sitanadi river at Haradi connecting Balakundru, Udipi Taluk, S. Kanara be changed to the same river 1 3/4 miles east at Bogrijeddu, Kandimutt of at Kuradi where there are rocks visible and both sides river bunds are very close and construction of the bridge at these points would cost only ½ of the present proposed bridge site and also would serve the rural area. This change would also shorten the distance.

Sd. K. Yajnanarayan Rao.

True Copy:-

K. Yajnanarayan
President,
Panchayat Board, Barkur. S.K.

ASST. SECRETARY TO GOVERNMENT
3-OCT 1955
PUBLIC WORKS DEPARTMENT

SECRETARY TO GOVT.
1-OCT 1955
PUBLIC WORKS DEPARTMENT

Secy., P.W.D.

M(W)

The Honourable
Sri.Lal Bahadur Sastri,
Minister of Railways and Transport,
Government of India,
Delhi.

Humble memorial presented by the public of Barkur, Udipi Taluk, South Kanara District Madras State.

MINISTER FOR PUBLIC WORKS
27 SEP 1955
GOVT. OF MADRAS

Respected Sir,

Sub:- Bridge over Sitanadi river at Mabukal ferry, Udipi Taluk, South Kanara District -Proposed place of construction- Request for the change.

We, the people of Barkur are grateful to the benevolent Government of India for their magnanimous action in sanctioning the construction of a bridge over the Sitanadi river connecting Kundapur Divisional Headquarters and also the speedy preliminary work, undertaken by its energitic and effecient Engineering Department.

We understand that the Department had originally chosen the place of construction of the bridge some 2 furlongs up the present Mabukal ferry. But we now learn that there is a further change in the site of the bridge in the Haradi area 1¾ (one and three fourths) miles down the present ferry. Instead of going down by 1¾ miles, should it be changed by 1¾ miles up the Mabukal ferry, it would not only decrease the construction cost but also would pass through the same ancient town of Barkur.

The National Highways crosses the Kallianpur river at 4 furlongs east of the Kallianpur ferry and then divert westword to Haradi. Instead of diverting westward to Haradi, it could be continued northwards to Barkur, crossing Bogrijeddu or little eastwards where the river is narrower and less than 300 feet ¾ in width. After crossing at Bogrijeddu, which is paddy fields and a furlong of hilly place and it would reach the District Board road at 2/2 miles on Brahmavar Jennadi Road. On the same road at 3/3 miles, the National Highways could go on the Barkur Panchayat road to Sallgram after crossing a small rivulet where rocks are visible and construction cost whil not only save money but also gives connections to interior 19 villages of Kota firka which could be directly linked up to Udpi and Kundapur Taluk and Divisional Headquarters.

Haradi bridge would deprive not only Brahmavar of its legitimate right of expansion of trade and commerce but would entirely hamper the progress of the ancient town of Barkur. In fact this would retard further, the present attempts made by the inhabitants to improve their lot. Barkur has a High School run by the public(The Barkur Educational Society, Regd), three District Board schools, one Government Labour School and five aided schools. In all, more than 2000 children are attending the schools in this Panchayat area. Besides, there are a local fund dispensary with an emergency ward, a Panchayat Board which is likely to be a Major Board next year and ancient Temples, mosques a church and a monument which would attract many a people from outside the every year. As per investigation of Sri.P.R.Srinivasan M.A., the Civilization of Barkur dates from B.C. Therefore we humbly request that before finalising the site the new site suggested by us may be explored. If the cost of construction and benefits to the rural population are considered, the bridge at Bogrijeddu in Barkur, would be more practical. This will cause a deviation for a length of about 5 miles only from the present Highway road.

Sir, We place the above facts in the shape of this humble memorial and request you to be kind enough to give your sympathetic consideration to our case and sanction the place of construction of the bridge on the Sitanadi river at Sogrijeddu ferry approaches at about 2 furlongs east of the present Barkur Marabina ferry , instead of in the proposed Haradi site.

Thanking you,
We Remain,
(The humble and grateful Public of Barkur)

Barkur..
Date. 21.9.55

Copy to

1.The Hon'ble Sri.B.N.Datar,
Dy.Minister for Home Affairs,
Government of India, New Delhi.

2.The Chief Minister, BMadras.

3.The Hon'ble Sri.A.G.Shetty,
Minister for Health,Government
of Madras, Madras.

4.The Hon'ble Sri.Bhaktavatsalam,
Minister for Public Works,
Government of Madras, Madras.

5.Sri.U.S.Malliah, M.P.,New Delhi.

6.Sri.K.S.Hegde, M.P.Madras.

7.Sri.B.Shiva Rao, M.P.New Delhi.

8.Sri.S.S.Kolkebail, M.L.A.,Kundapur

9.Sri.T.A.Pai, M.L.A., Udipi.

10.The Consulting Engineer,
Ministry of Transport,(Road Wing)
New Delhi.
11.The Chief Engineer,(Highways)Madras.
12.The Superintending Engineer,
Highways, Cannanore.

13.The Divisional Engineer,(Bridges)
Mangalore.

14.The District Collector, South Kanara,
Mangalore.

15.The Revenue Divisional Officer,
Kundapur.
16.The Tahsildar, Udipi Taluk, Udipi.
17.The president, District Board,S.Kanara.
18.The Inspector of Local Boards,Madras.

original Signed by/96

K Manjappa Shetty

B. Raja Poojary Hosala

[illegible] Hosala

[illegible] Hosala

[illegible]

[illegible]

[illegible]

[illegible]

H. Shivappa Shetty Barkur

S. Ramakrishna Shetty

[illegible]

[illegible]

H. Kushalappa Shetty

[illegible]

[illegible]

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B. Subbanna Shetty Barkur

[illegible]

B. [illegible]

[illegible]

B. Ramanna Shetty

[illegible]

B. K. Mukunda Shetty

[illegible]

B. Ramappa

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N. Pandurangа Nayak
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B. Sadananda [illegible]
B. Janardhan Kamath
B. Kalkudaba. U. Kamath
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K. Narayana Naik
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K. T. N. R. Nambiar
H. [illegible] S/o Louis Lewis
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B. Raja Poojari 14

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H. Ramana

Secretary, Barkur Education Society, Agri Barkur, South Kanara, Madras State.

19/18/10

Memo No. 1583 x A/55-1 Dated 17.10.55

Sub:- Con 2½ - Bridges - South Kanara district. Construction of bridge across Sitharadi near Mabukkal -- Selection of site.

-:-

Ref:- Memorial dt 17-9-55 presented to Union Minister for Rlys and Transport by the Public of Brahmavar.

Petition dt 21-9-55 presented to Union Minister for Rlys and Transport by the President, Barkur Panchayat.

Petition dt 21-9-55 presented to

16.

union Ministry for Rlys and Transport by people of Barkur

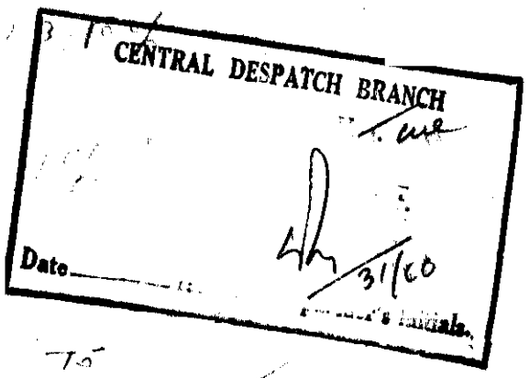
—:—

A copy of each of the references cited together with a copy of the proceedings No. O.R. 76/55 dated 17-9-55 of the Brahmavar Panchayat is forwarded to the CE(H) for disposal.

14.10.55

14-10-55

17.10.55



To

The CE(H) with copy of dt 1-10 of

42301
24 SEP 1955
MADRAS

Sri.Yajnanarayana Rao,
President,
Panchayat Board, Barkur, South Kanara District,
Madras State.

BARKUR PANCHAYAT BOARD
No. 131
Date 21.9.55
BARKUR P.O.S.K.

To

The Honourable Sri.Lal Bahadur Shastri, Minister for Railways and Transport, Government of India, New Delhi.

Sub:- Bridge over Sitanadi river at Mabukal Ferry- Udipi Taluk South Kanara District- Proposed place of construction- Request for the change.

Respected Sir,

The Barkur Panchayat Board in their resolution No.54 dated 17-9-1955 has resolved to request the Government to construct the bridge over Sitanadi river at Bogrijaddu or a little east-wards - Bandimutt or Kuadi, Udipi Taluk, South Kanara District, instead of constructing it at Haradi -- practically at the mouth of the river.

The Barkur Panchayat Board is grateful to the benevolent Government of India for their magnanimous action in sanctioning the construction of a bridge over Sitanadi river, connecting the Divisional Headquarters and also speedy priliminary work undertaken by its energitic and efficient Engineering department.

I understand that the department had originally chosen the place of construction of the bridge some two furlongs up the Mabukal ferry. But now I learn that there is further change in the site of the bridge and it is proposed to construct the bridge in the Haradi area about 1¼miles up the Mabukal ferry ~~on~~ constructing the bridge at the mouth of the river and covering further about a mile of fields are more expensive than other places on the Sitanadi river. Instead of going down by 1¼ miles up the Mabukal ferry on the Sitanadi river at Bogrijeddu or little eastwards at Bhandimutt or Kurady. This change if effected would save the Government about half of the cost of construction, both sides granite rocks are available.

The National Highways crosses the Kallianpur river at 4 furlongs east of the Kallianpur ferry. After crossing the Kallianpur river at Herur the proposed National Highways route traverses west, joins the District Board road at about 42.4 miles and at about 42.6 miles it diverts westwards to Haradi. After bridging a width over 800 feet and covering about one mile of fields it joins the District Board road to Kundapur at 47 miles. If the road from Herur bridge is continued straightn northwards about 2½ miles via Brahmavar it would reach the Southern bank of the Bogrijeddu ferry on the Sitanadi river about 2 furlongs from the Barkur Marabina ferry. The Bogrijaddu Point on Sitanadi is about 300 feet wide. The other two places are also similarly situated. From the Bogrijaddu ferry there are only 2 furlongs of paddy fields to reach a higher level-and and after crossing one more furlong it reaches the District Board road of Brahmavar Jannadi at 2-3 miles and further covering one more mile at 3.3 miles the Nagional Highways could take up the Barkur Panchayat road to Sankady river which is a small rivulet where rocks are visible and bridge could be constructed at a very low cost.

The Barkur Panchayat is completing 1½ furlongs of the remaining road this year. This would join Saligram Panchayat road and District Board road at 50 miles from Mangalore. By changing the route the length of the National Highways could be reduced and the cost of construction then be reduced to one half.

18

10551

Barkur is an ancient town with numerous temples most of which are in ruins. There are mosque and a Roman Catholic church which are about 110 years old.

There is a High School run by the Barkur public(It has been proposed by the Department to convert this panchayat into a major Panchayat during the next election).

As per investigation of Sri.P.R.Srinivasan, M.A., Curator of Madras Musuem the Civilization in Barkur dates from B.C.

Therefore I humbly request that before finalising the site, new places suggested by this panchayat may be explored. If cost of construction and benefits to the rural area are considered the briags at Bogrijaddu in the Barkur Panchayat area would be more beneficial to the majority of the public.

Considering all the above, facts I request that the Government may be pleased to reconsider and pitch upon the appropriate site for the construction mentioned by this Panchayat.

Barkur.
Dated. 21.9.55

Yours faithfully,
K. Vainanda Rao
President.

Office of the
Inspector of Municipal Councils
and Local Boards, Madras.

NDis 42301/55 Dt 27-9-55-

Forwarded to the Secretary to Govt. Health, Education and Local Administration Department.

for Inspector

To

The Secretary to Govt.
H. E and L. A. Department

28.9.55

HELACLs)

P. W. D uo.

12.10.55 14.10.55

13.10

HELA No. 98967/13/55/CS-1
14.10.55

Draft
1/2/55
2 drafts

I

12

Pub (ROP XI) D

Memo. NO. 1537/54-30 .2.2.

cPs - S.K - Agrl. equip.
ment - supply of addl.
equipment.

Ref: Govts Memo. NO. 1537/M2
dt. 27-10-54.

The D.A, Madras is
requested to say when
the hirlmarks called for
in the memo cited may
be expected.

31.1.55.
1.2.55

(PTO)

cf. 3-1-55

CENTRAL DESPATCH BRANCH
Vam.
Post.
Postal
Initials.
1955

To

The D.A, Madras.

2172

BARKUR PANCHAYAT BOARD, No. ..... Date ..... Received R. D. & L. S. Dept.

ದಕ್ಷಿಣ ಕನ್ನಡ ಜಿಲ್ಲಾ ಉಡುಪಿ ತಾಲೂಕು ಬಾರ್ಕೂರು ಪಂಚಾಯಿತ ಬೋರ್ಡಿನ

1955 ನೇ ಇಸವಿ September ತಿಂಗಳ ತಾರೀಕು 17 ರಲ್ಲು ಘಂಟೆ 11 ಕ್ಕೆ

ಜರಗಿದ ~~ವಿಶೇಷ~~ ಸಾಮಾನ್ಯ ಮಿಟಿಂಗ್ ಪ್ರೊಸೀಡಿಂಗ್ಸಿನ ನಕಲು

ಹಾಜರು ಶ್ರೀ. K. Yajnanarayan Rao ~~ಮೆಂಬರ್~~ 6 ಜನ ಮೆಂಬರರು.

O. R. No. 194

Date 194

ASSISTANT SECRETARY TO GOVT. HEALTH, EDUCATION & LOCAL ... 4-OCT 1955

ನಿರ್ಣಯ ನಂಬ್ರ 54/17.9.1955

ASST. SECRETARY TO GOVT. PUBLIC WORKS DEPARTMENT 17 OCT 1954

Request for the change of site of the bridge proposed on the Sitanadi river at Haraby, Balakudru, Udipi Taluk. South Kanara District.

Read the resolution to the Government that the proposed bridge site on the Sitanadi river at Haraby, connecting Balakudru Udipi Taluk, S. Kanara be changed to the same river 1 3/4 miles east at Bogrijiddy, Khandimett or at Karady where there are rocks visible and both sides river banks are very close and construction of the bridge at these points would cost only 1/2 of the present proposed bridge site and also would serve the rural area. This change would also shorten the distance.

Sd. K. Yajnanarayan Rao

True Copy

K. Laxmana Bhat
President,
Panchayat Board, Barkur.

Secy., P.W.D.

THE MERCHANTS' ASSOCIATION.,
HUNGARCUTTA. S.Kanara.

10th October,1955.

ASST. SECRETARY TO GOVERNMENT
21452
18 OCT 1955
PUBLIC WORKS DEPARTMENT

The Honourable Minister for Public Works.,
Government of Madras.
MADRAS - 9.

MINISTER FOR PUBLIC WORKS
14 OCT 1955
GOVT. OF MADRAS

Honourable Sir,

Sub: COASTAL NATIONAL HIGHWAY - BRIDGE OVER SEETHANADI (MABUKAL)RIVER IN UDIPI TALUK, SOUTH KANARA - SURVEY AND SELECTION OF SUITABLE SITE - CERTAIN SUGGESTIONS SUBMITTED.

We are enclosing herewith a copy of our representation addressed to the Divisional Engineer, Highways, which is self-explanatory.

The questions now facing anybody and everybody directly or indirectly connected with the construction of the bridge under reference can be summerised thus:-

1. Does the cost of construction of such bridge deserves any consideration and need it be as less as possible so as to avoid misuse of precious money, material and time, which so saved can be utilised for many deserving projects?

2. Is it necessary that vast majority of people should be subjected to untold disadvantages so as to provide confort to a small minority?

3. Should the development of places of national importance, such as ports, fishing centres, centres of cottage industries, be held up in favour of retaining the status of a single and negligible township devoid of any notable importance to the nation at large?

4. Is it absolutely necessary to pay huge compensation and acquire huge acreage of fertile paddy growing fields for the relevant road construction and also inflict heavy losses to the adjoining paddy fields which are bound to remain submerged in water during the whole of rainy season due to the bridge and layout(This is imperitive if the site is chosen somewhere upstream than Haradi) while it is only a small percentage of private property that has to be acquired at Haradi site, that too a negligible quantity or percentage in shape of fertile lands, the rest all being vacant lands of which majority belongs to the Government?

We leave the matter entirely for your seasoned discretion and trust that justice will be meted out to the merits of the case and genuine needs of the vast majority of places of national importance and people thereof.

We remain, honourable Sir,

Yours faithfully,
For The Merchants' Association.,

T. Balakrishna Adiga
PRESIDENT.

CENTRAL DESPATCH BRANCH
Date 18 | 11 | 1955. Despatcher's Initials.

Endt No.1583×A/55-2 Dated 3-11-55
copy forwarded to RE CE(H) in continuation of his Endt Memo No.1583-A/55-1 dated 17-10-55 for necessary action.

3.11.55

To RE CE(H) with Copy of 1321-33

2-11-55
2.11.55

PUBLIC PETITION.

To

The Superintending Engineer.,
Highways Department,
CANNANORE.

Respected Sir,

Sub: COASTAL NATIONAL HIGHWAY - BRIDGE OVER SEETHANADI(MABUKAL)RIVER IN UDIPI TALUK, SOUTH KANARA - CONSTRUCTION OF - SELECTION OF SUITABLE SITE - CERTAIN FACTS REGARDING THE SITE NEAR HARADI - SUBMITTED.

We the public of Hungarcutta, Bengre, Kodi, Airody, Balakudru, Haradi and Salikeri, with all humility at our command beg to submit the fellowing few facts regarding the site near Haradi, tipped for the proposed bridge over Seethanadi river in Udipi Taluk, for your kind notice and active consideration. The necessity to submit these facts has arisen due to the streng rumours-not without sufficient grounds- current in recent days, that certain section of the public of this region is connieving -even taking reccurse to ungracious methods - to see that at any rate the site near Haradi is abendoned in favour of a site somewhere near Mabukal. They may be justified in wishing and expecting that such bridge should be as near to their doors as possible. Everybody may think likewise and that will have no end at all. But, still a greater section of people will also be justified is asserting that:-

1. the selection of a site, technically and naturally best suited and qualified, should be the first cretarion so as to curtail any avoidable waste or misuse of precious Government money and materials.

2. such bridge should serve as many people and vast an area as possible.

3. such bridge and highway should help development of as many townships as possible and also places of National interest like ports, to encourage trade and relevant activities of such places.

4. Above all, such bridge and highway should serve the wider interests of the Nation at large, in the days of peace as well as war.

In the light of above fundamental principles, if the merits of the site near Haradi is compared with any other site tipped for the bridge, we are sure that Haradi site, where nature has done more than half the work, and we have only to complete the same, will prove itself as the most suitable site. We understand with satisfaction and grattitude, that your department is also of the same opinion, after conducting necessary survey of several other spots, including one near Mabukal.

The following are the few facts contributing to our abovesaid opinion:-

a) Here the distance between the shores is the least possible and the ground level on both the shores is high with a brillient record of not having been submerged even in worst floods, unlike at Mabukal and other places.

contd.

b) There is a continuous rock-bed(not stray-rocks or boulders) within the depth of 10 feet throughout the vanue.

c) There are numbers of huge rocks, which as they are, may be helpful for the easy construction of the bridge.

d) Sufficiant or even more first-class granite for making stones or jelly is readily available on the spot unlike at other places.

e) If the bridge is constructed here, naturally a considerable distance in the relevant road construction will be saved.

These points should be sufficient to prove that the construction of the bridge near Haradi can be more economical and be possible at quite half the expenses the project would otherwise require and culminate in saving a good lot of money, material and time, which so saved can be well utilised for any of the many multi-purpose projects long overdue, but held up for want of money and material.

Besides, the bridge if and when constructed near Haradi, will prove itself of maximum utility, especially in veiw of the following facts:-

Firstly, it just passes by the port limits of the Hungarcutta port, which is an important minor port on the west coast, noted for its trade in rice, fish, timber, and tiles since last so many decades. It is also the natural mouth of sea-borne trade of the vast hinterland ofcourse including Brahmavar and Mabukal. In veiw of the fact that the Government of India have been pleased to sanction funds to develop Malpe into an All Weather Port, Hungarcutta which is just 5 to 6 miles north of Malpe is bound to become an important feeder port to Malpe. Further, when Malpe, the world famous fish centre becomes an All Weather port, thousands of fishermen of that region will have to come to Hungarcutta for conducting their activities in fish trade and Hungarcutta is then bound to become more important regarding fish trade also. An immediate road link to this port will thus prove itself of immence help in disposing of the perishable fish catches of this place without allowing them to be deteriarated. These facts can be got varified from the Port Office and The Government Fish Curing Yard at Hungarcutta.

Secondly, it will provide a first rate load link between Hungarcutta and places mentioned in para 1 and also places upto Kota(6 miles north of Hungarcutta) the people of which area have to come to Hungarcutta to avail of the telegraph and telephone facilities.

Thirdly but not lastly, it will link and help development of places like Haradi and Salikeri, noted for cottage industries like coir industry and handloom industry and thus it will be just in conformity with the policy of our Central Government to encourage cottage industries and places of multi-purpose utility such as ports, besides opening new avenues of increased trade and traffic facilities to the people of the vast hinterland of the port.

The arguments advanced by certain quarters that Haradi site is not suitable because-

1. There is erosion on the western shore of the

contd.

Hungarcutta river, which may endanger the bridge.

2. the distance between the shores at Haradi is narrow and during the days of floods, the flood water may be obstructed by the huge pillers of the bridge, thereby causing rise in the level of floodwater upstream, meaning havoc to places upstream the river.

3. that the bridge if and when constructed near Haradi will obstruct the plying of country-crafts upto Mabukal.

all these are baseless and untanable because:-

Firstly, the erosion has more or less stopped and the bar is stationary at the present spot since last 2 years. But, even taking for granted, that there is erosion, the eastern side of Hungarcutta will be safe since it is the western side of the land strip between the sea and Hungarcutta river, called Bengre, which is subject to erosion whenever it takes place and as was predicted by our learned State Port Officer(Mr.Cornish) few years back, a sand beach is being formed and maintained so as to protect the wharves on the eastern side of the Hungarcutta river and as such, the proposed bridge at this site will be by no means endangered by erosion. Besides to the west of Haradi vanue, there is a natural chain of rocks, as it can be clearly seen over water level, which is nothing less than a boon bestowed by the nature, which is capable of checking and sustaining any onslaughts of the currents, however violent and furious they may be.

Secondly, the flood water will be by no means obstructed by the pillers of the proposed bridge, because, the vanue is within one mile from the bar, thus flood waters will drain away speedily into the sea. Further, whether there will be bridge or no bridge, there are huge rocks here as explained above, which should be enough to obstruct the flood waters, which in fact they do not obstruct at all. That is why the flood waters at this spot do not raise above ground level.

Thirdy, no sea-going vessel can go beyond Haradi for want of necessary depth of water. It is also strictly forbidden by the port and customs authorities, that no landing or shipping operations can be conducted beyond port limits and except on the recognised wharves. Here you may please note that the present port limits are not even upto the Haradi vanue. The fact is that only lighters, which are barely 3 to 4 feet above water level are authorised to carry cargo to and from the sea-going vessels. The plying of such lighters will by no means be obstructed by the bridge construction. The question of taking 3 vessels upto Mabukal once in a year for hauling up, can be tackled by stepping down their masts at Hungarcutta itself, since such stepping down of masts is quite inevitable while hauling the crafts up.

We trust, we have explained enough in the matter. We now humby request you to kindly pay a personal visit to this place and see the things for yourself as to the correctness of the facts narrated by us. It is indeed heartening to note that despite the connievance of a small section of the people as stated above, the work of survey near Haradi for the bridge and also the relevant road construction is progressing. But as per persitant rumours, though satisfied in their heart of hearts regarding the comparitive suitability of the Haradi vanue, the above said section is bent upon seeing

contd.

that the bridge is constructed near Mabukal, naturally at the cost of untold disadvantages to the majority of people and avoidable misuse of public money. We understand those people have evn gone to the length of suggesting Barkur as the alternative vanue in case Mabukal proves to be utterly unworthy as it is. We fail to understand the motive behind this suggestion, except one thing namely retaining the importance of Brahmavar. We have every hope that at the hands of our popular Government, which is reputed for its unbiassed policy of justice and fairplay even in international sphere, merits of the case will receive due value and the selfish motives of a small section- however influencial that section may be - will not be allowed to stand in the way of the progress and well-being of a vast majority of people and thereby the nation at large. Lastly, but not the least, we earnestly pray that Haradi site may be finally chosen and adopted for the bridge construction in the light of the above mentioned facts.

Any communication regarding this matter may be kindly addressed to:

THE MERCHANTS' ASSOCIATION.,

HUNGARCUTTA. S.Kanara.

May we trust, that our collective voice will be heard with sympathy?

6th October,1955.

Yours faithfullu,

T. Balakrishnaiah

Copy forwarded to:

1. The Chief Engineer.,
   Highways, Madras.

2. The Minister of Transport,
   Government of India.,
   New-Delhi.

3. The Minister for Defence.,
   Government of India.,
   New-Delhi.

4. The Minister of Transport.,
   Government of Madras,
   Madras.

5. The Minister for Public Works.,
   Government of Madras,
   Madras.

6. The State Port Officer.,
   Madras.

PUBLIC PETITION.

31

24814 Secy., P.W.D.

MINISTER FOR PUBLIC WORKS
To
28 OCT 1955
GOVT. OF MADRAS

SECRETARY TO GOVT.
1-NOV 1955
PUBLIC WORKS DEPARTMENT

The Divisional Engineer,
Bridge Section,
Highways Department,
MANGALORE.

Nm 3/11 M(W)

Respected Sir,

ASST. SECRETARY TO GOVERNMENT
PUBLIC WORKS DEPARTMENT

Sub: COASTAL NATIONAL HIGHWAY - BRIDGE OVER SEETHANADI (MARUKOL) RIVER IN UDIPI TALUK, SOUTH KANARA - SURVEY AND SELECTION OF SUITABLE SITE - CERTAIN SUGGESTIONS - SUBMITTED.

We the fishermen of Gujjarbettu, Tonse, Kemmannu, Bengre, Kodi Kanyan and Kaneer beg to submit the following few lines for your kind notice and suitable action.

This part of the nation is famous for fish industry and trade. Annually millians of tons of fish is caught here and marketed at various indeginous as well as international centres of commerce. With all humility at our command, we may add here the fact, that the fish industry as it is now, is playing an important part in the economy of our district. If due encouragement by the Government as as well as the public is accorded, the same may prove to play a very useful part in the economy of the nation at large.

All along we have been facing many problems such as, preservation of the catches, marketting them profitably, building ways and means of improving the fishing methods, making use of modern fishing vessels and instruments etc. The erosion in this area has fairly dazzled our population but, though hard hit by the furies of nature we have never lost courage and even now we are full of hopes for the future. It may not be out of place here if we mention the fact that we are striving to stand on our own legs, ofcourse in our humble ways and not be an encumbrance on our popular Government, which we know for certain, is preoccupied in materialising various multipurpose projects, vital to the very foundation of the nation such as, development of ports, construction of national highways dams, railway lines etc and raising basic industries etc.

When we heard that the coastal national highway will be soon constructed, we were filled with joy and gratitude for it will help the development of the thickly populated coastal belt of which, fishermen form a bigger share of population. When we heard that it will pass by the precincts of Mungarcutta port- the heart of the fishing centres mentioned above, with the bridge over Seethanadi crossing near Haradi, we were again overflowed with joyous hopes because such bridge and road will help us to dispose our catches in all their freshness at varous markets of the interior and when there are occasionally abundant catches, we shall be able to take the surplus catches to Cold Storages at Kaipe or Mangalore without allowing them to detriarate. For all this we must have a pucca road link easily accessible from the sea- coast. In the light of above fact, Haradi is a most suitable site in our opinion and that is why when we heard that Haradi site is being examined, we prayed that the same site may be finally chosen. We are ordinary laymen and we do not know whether the said site has the necessary technical qualifications, but as far as we can gather, as per reliable reports the said site is comparitively best suited for the purpose, besides proving the bridge and the road to be of maximum utility when constructed here.

We are of the humble opinion that risking our very lives, we penetrate into the rearing sea and bring enormous wealth to the shores. Is it not proper and deserving that every possible encouragement is given to us and thus enable us to be more useful for the life of the nation? But, alas, as per latest rumours, we are shocked to understand that a silly controversy has been brought up by certain

contd.

33

interated people of this region to see that their needs are fulfilled and for this they want the bridge somewhere upstream.

1-PUBLIC WORKS DEPT

We can only say, that in these days of narrow-mindedness, it is quite natural that everybody would demand that such bridge and relavant highway should be as near to his door as possible or should pass as near to his land holdings as possible. But in fact there can be no end to this veiwpoint. Nobody or no Government can satisfy each and everybody. In our humble opinion, while huge sums of Government money, means public money are spent, it must be the sole look out of all concerned that such expenditure should be of maximum utility, to the benefit of maximum possible people and places, priority being given to places of national importance, such as ports, fishing centres, centres of cottage industries etc.

It is a well known fact that if the bridge crosses near Haradi it will be of immence use to all fishing centres mentioned above, it will help the overgrowing port of Mungarcutta to develop more speedily and also it will help development of Haradi and Salikeri noted for cottage industries like coir and handloom. We also understand, construction of the bridge near Haradi will be possible at quite a comparitive and cheaper rate, because the most of the land over which the road passes, belongs to Government, besides the technical advantages. People who know something about the scheme even say that at Haradi, unlike at other places, nature has done more than half the work and the Government has only to complete the same.

If the bridge is deviated from Haradi, nothing can be more unfortunate thing for the fishermen of this region in particular, and majority of the people in general though a small minority stands to gain. Is it just and right that the daringly industrious thousand of fishermen should be subjected to untold miseries and and hardships?

We conclude with a fervent appeal that you will be good enough to see that at any rate and in veiw of the facts mentioned above, the bridge is constructed at the Haradi site.

May we hope that our voice will be heard with sympathy?

Place: MUNGARCUTTA.

Date: 20th Oct, 1955.

Yours faithfully,

Yellappa G. Kaskera
President,
Fishermens' Co-operative Society.
Mungarcutta.

Copy forwarded to:
1. The Superintending Engineer, Highways, Cannanore.
2. The Chief Engineer, Highways, Madras.
3. The Minster for Public Works, Government of Madras, Madras.

PWD(A3)

Please see the petition on pp 1-3 above. It is only a copy of a petition addressed to the D.E. (H), Mangalore. He may therefore be expected to take necessary action on the matter. This may be lodged.

K.I
2/11/55

1784

Paste in Secy. P.W.D.

27 SEP 1955 GOVT. OF MADRAS

1 OCT 1955 SECRETARY TO GOVT. PUBLIC WORKS

BARKUR PANCHAYAT BOARD No. 117 Date 21-9-55 BARKUR P.O. S.K.

From

Sri.K.Yoganarayana Rao,
President,
Barkur Panchayat Board, Barkur, South Kanara, District ,Madras State.

To

The Honourable Sri Lal Bahadur Sastri, Minister for Railways and Transport, Government of India, New Delhi.

Subject:- Bridge over Sitanadi river at Mabukal Ferry, Udipi Taluk, South Kanara District- Proposed place of construction- Request for the change.

Respected Sir,

The Barkur Panchayat Board in their resolution No.54 dated 17-9-55 has resolved to request the Government to construct the bridge over Sitanadi river at Bogrijeddu or a little east-wards, Bandimutt or Kurady, Udipi Taluk, South Kanara District instead of constructing it at Haradi practically at the mouth of the river.

The Barkur Panchayat Board is grateful to the benevolent Government of India for their magnanimous action in sanctioning the construction of a bridge over Sitanadi river connecting Kundapur Divisional Headquarters and also speedy prilliminary work undertaken by its energitic and efficient Engineering Department.

I understand that the department had originally chosen the place of construction of the bridge some two furlongs up the Mabukal ferry. But now I learn that there is a further change in the site of the bridge and it is proposed to construct the bridge in the Haradi area about 1¼ miles down the Mabukal ferry. Constructing a bridge at the mouth of the river and covering further about a mile of fields are more expensive than other places on the Sitanadi river. Instead of going down by 1¼ miles up the Mabukal ferry on the Sitanadi river at Bogrijeddu or little eastwards at Bhandimutt or Kurady . This change if effected would save the Government about one half of the cost of construction; Both sides granite rocks are available.

The National Highways crosses the Kallianpur river at 4 furlongs east of the Kallianpur ferry. After crossing the Kallianpur river at Herur the proposed National Highways route traverses west, joins the District Board road at about 42.4 mils and at about 42.6 miles it diverts westwards to Haradi. After bridging a width over 800 feet and covering about one mile of fields it joins the District Board Road to Kundapur at 47 miles. If the road from Herur bridge is continued straight northwards about 2½ miles via Brahmavar it would reach the Southern bank of the Bogrijeddu ferry on the Sitanadi river about 2 furlongs from the Barkur Marabina ferry. The Bogrijeddu point on Sitanadi is about 300 feet wide. The other two places are also similarly situated. From the Bogrijeddu ferry there are only 2 furlongs of paddy fields to reach a higher level and after crossing one more furlong it reaches the District Board road of Brahmavar Jennadi at 2-3 miles and further covering one more mile at 3.3 miles the National Highways could take up the Barkur Panchayat road to Sankady river which is a small rivulet where rocks are visible and bridge could be constructed at a very low cost.

The Barkur Panchayat is completing 1½ furlongs of the remaining road this year. This would join Saligram Panchayat

road and District Board road at 50 miles from Mangalore. By changing the route the length of the National Highways could be reduced and the cost of construction then be reduced to one half.

Barkur is an Ancient town with numerous temples most of which are in ruins. There are mosque and a Roman Catholic church which are about 110 years old.

There is a High School run by the Barkur Public. (It has been proposed by the Department to convert this Panchayat into a major Panchayat during the next election).

As per investigation of Sri.P.R.Srinivasan, M.A., Curator of Madras Musuem the civilization in Barkur dates from B.C-

Therefore I humbly request that before finalising the site, new places suggested by this Panchayat may be explored. If cost of construction and benefits to the rural area are considered the bridge at Bogrijaddu in the Barkur Panchayat area would be more beneficial to the majority of the public

Considering all the above, facts I request that the Government may be pleased to reconsider and pitch upon the appropriate site for the construction mentioned by this Panchayat.

Yours faithfully,

Barkur
Dated. 21-9-55.

Yours faithfully,

Panchayat Board. Barkur. S.K.

President.

ದಕ್ಷಿಣ ಕನ್ನಡ ಜಿಲ್ಲಾ ಉಡುಪಿ ತಾಲೂಕು ಬಾರ್ಕೂರು ಪಂಚಾಯಿತ ಬೋರ್ಡಿನ

1955 ನೇ ಇಸವಿ September ತಿಂಗಳ ತಾರೀಕು 17 ರಲ್ಲು ಘಂಟೆ 4 ಕ್ಕೆ

ಜರಗಿದ ~~ಸಾಮಾನ್ಯ~~ ವಿಶೇಷ ಮಿಾಟಿಂಗ್ ಪ್ರೊಸೀಡಿಂಗ್ಸಿನ ನಕಲು

ಹಾಜರು ... Narayan Rao ಕೂಡಾ 6 ಜನ ಮೆಂಬರರು.

ನಿರ್ಣಯ ನಂಬರು 4/17-9-/1955

PANCHAYAT BOARD, No. ... Taluk ... Dist. ... Received P. O. S. K.

SECRETARY TO GOVT. PUBLIC WORKS DEPARTMENT 1-OCT 1955

O. R. No. 194 GOVERNMENT PUBLIC WORKS DEPARTMENT

Date 3-OCT 1955 194

1154

Engineer ... change
... site for the bridge
proposed on the river
... Taluk ...
... Hoskatte, Barkur,
... dist. ...
... Hosmara
... Taluk.

It is resolved to request the Government to change the site proposed for the bridge across the Sitanadi river between Hoskatte, Barkur, Udupi taluk, Hosmara and Chagos to the river mouth 1¾ miles east at Bogrijaddu, Khandimutt or at Kundry where there are rocks visible and both side river banks are very close and construction of the bridge at these points would cost only ½ of the present proposed bridge site and also would serve the rural area. This change would also shorten the distance.

Sd. K. Narayanarayan Rao

True Copy

Sd. Illegible

President,
Panchayat Board, Barkur, S.K.